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Reporters," page 41, *Regio. Cases*. This was a case under the same statute and under the same section, the being in possession of naval stores, marked with a broad arrow. It was held necessary to show that the defendant knew they were so marked. The next case was at page 471 of the same report, and the decision was under the same statute, and the decision was the same. These cases closely resembled in some respects the question they had before them. Another case to which he would refer the Court was that of *Harne v. Gordon*, 2 Law Journal, Magistrates' cases, p. 210. This was a case of a parcel of goods held by the defendant by railway. The Act of Parliament provided that any person sending or who caused to be sent by railway any aqua fortis or dangerous goods without distinctly marking such goods on the outside and giving proper notice of the same, was liable for £25. The Court held that the defendant was necessary before the Act would be permitted. This was not a matter in which the Chinese Customs could come there and make arrangements. They had come into the Court of Criminal Jurisdiction as complainants, and it was for the consideration of the criminal law, which had been provided against the defendant. There was no provision laid down therefore for dealing with cases of this kind. The Customs had brought a criminal charge against the defendant, and a stigma had been laid upon defendant although the prosecutor stated that he was a man of good character. The proceedings being brought in that Court was a very strong measure, but the advantages and disadvantages of such a proceeding must now remain. It was certainly never intended by the Treaty to make punishable in such a Court as that the commission of a mistake which might happen to any man, however innocent he might be, and however zealous in assisting the Customs. There had never been anything suggested, there had been nothing brought before the Court to show that the Steamboat Company or its employees had ever wished to commit a crime, or that they had intended to do so. The Customs, in taking this step, excepting their best assistance in dealing with these matters; but what they had declined to do, and what they could not be entrapped into doing was to submit to a partial and one-sided construction which might suit the Commissioner of Customs in this locality. The Court knew that the Customs might have the assistance of the Commissioner of Customs, but at all events it seemed to him to be a desire to wrong them there through that Court a construction which had not the authority of the law in the smallest degree and to get persons in the various ships to admit a liability to which they were not subject. Whatever the liability laid upon them so long as they gave a bona fide honest return in the form, or manifest, or certificate, and conducted the business of their ship with ordinary and reasonable precautions. The object of the Customs in the case had evidently been to get the ship into the hands of the Customs, and to get the dried fruit, at all events, if a conviction could not be obtained with regard to the opium. With regard to the fruit and fish, assuming that these things should not have been on the manifest in the one case and should have been on the manifest in the other, it was perfectly clear from the facts of the case that it was the Customs' mistake on the part of the pursuer. The contention of the prosecution was that, however innocent, however small the mistakes might be, although there may not be the slightest guilty knowledge, they could come forward and claim the penalty since a mistake had been made. The Customs had thought fit to take up. As regards the charge brought against them they argued that no guilty knowledge had been proved, and hence no case was made out. On the contrary, it was shown clearly that the matter was admitted by the Customs. To establish this precedent would be to give the Customs power to impose a fine of £15, 500 on almost every cargo ship in China, whenever they chose. The Customs had not attempted to show that this was an important case or one of a series of attempts to impose a fine of £15, 500 on the Customs, but they had put forward this poor, miserable, solitary, paltry, trumphy, trivial case as though the provision of the Treaty had never been intended to apply. One word more as to the opium. His contention on this point was that, cargo would not include such stuff as this, found under the circumstances, and that it was not a case of the word. There was no proof how it came to be put where it was found. From what could be learned from the facts it appeared that some dishonest Chinaman must have secreted it about his person and hidden it in a place he was well acquainted with. There was no title of evidence to show that it was secreted there. It was in any way as cargo or that it came in any way whatever within the limits of the meaning of the word cargo. Some of the witnesses had shown a great deal of reluctance in answering the questions, a reluctance it was explained afterwards, which was only exhibited through their fear of the consequences if they were to admit that the information they received was got on board. Whether they got this information from the officers of this ship who, if they were doing their duty would report to them (the defence), he did not know. It was evident they obtained their information from some source other than the officers of the ship. It was about the time that the Customs had been put in to put down smuggling. They did not prosecute smugglers. Why did they not exercise the power given under the Ordinances and try to put a stop to it? Instead of doing that they came there to try and get a conviction under a provision of the Treaty, which was not intended for this purpose. The Captain to go from stem to stern, in the holds and water tanks, to pull up the planking and the ship to pieces and employ a staff of scientific searchers every time he went to sea? The Customs were seeking to fine defendant £15, 500 for making a single mistake. Such a practice would be to destroy the trade with China. One could not help seeing that the position they stood in was one of serious responsibility, because if the charge brought by the prosecution were sustained he submitted they could look forward to the complete ruin of trade in the outports of the country. He submitted that the Court should obtain a decision in their favour so that they might hold it in reserve for purposes of their own at a future date. He submitted that the defendant was entitled to be discharged.

The Consul said he thought it would be more satisfactory if he gave his decision in writing, and he did so on Monday.

The Court then adjourned.

Mails.



**STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLES, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON;
Also,
MADRAS, CALCUTTA, AND
AUSTRALIA.**

N. B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, TRIESTE, HAM-BURG, NEW YORK AND BOSTON. SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship BOKHARA, Captain S. BASON, with Her Majesty's Mails, will be despatched from this for BOMBAY, on WEDNESDAY, 10th October, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; but Tea and General Cargo at Bombay, arriving one week later than by the direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent

P. & O. S. N. Co.'s Office,
Hongkong, September 28, 1888. 1620

CANADIAN PACIFIC STEAMSHIP COMPANY.

**TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.**

THE British Steamship ALBANY, 1,276 Tons Register, PORTER, Commander, will be despatched for YANCOUVER, H.C. via KUBE and YOKOHAMA, on THURSDAY, the 25th Instant, at 3 p.m.

To be followed by the S.S. BATAVIA, on the 16th November, and S.S. PARTHA, on the 13th December.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Mex. \$160.00
To San Francisco... .. 175.00
To all common points in Can- } 230.00
ada and the United States }
To Liverpool 300.00
To London 306.00

To other European points at proportional rates, by the regular Steamers of the Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BRIDGES, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 24th October.

All Parcels must be sent to our Office and should be marked to address in full and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, October 6, 1888. 168

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

**THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.**

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco via Yokohama, on SATURDAY, the 27th October, at 3 p.m.

Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Passengers, who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelope addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HAERMAN,
Agent.

Hongkong, October 6, 1888. 16

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

ALSO
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 17th October,
at Noon, the Company's Steamship
ATA, Commandant De Fancois,
with **MAILS, PASSENGERS, SPECIE,**
and **CARGO,** will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted
in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m., on
the 16th October, 1888. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 28, 1888. 1617

**Occidental & Oriental Steam-
Ship Company.**

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship OCEANIC will be
despatched for San Francisco, via
Yokohama, on **WEDNESDAY, the 17th**
October, at 3 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	\$200.00
To San Francisco and return	...	350.00
available for 6 months	...	325.00
To Liverpool	...	330.00
To London	...	330.00

No other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers who have paid full fare, re-
marking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office, addressed to the Collec-
tor of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, September 27, 1888. 1616

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMEN & HAMBURG,
PORTS IN THE LEVANTE, BLACK
SEA & BALTIC PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places to
RUSSIA.

ON SUNDAY, the 28th day of October
1888, 10 a.m., at the Company
Steamship **NECKAR, Capt. H. Suran,**
with **MAILS, PASSENGERS, SPECIE,**
and **CARGO** will leave this port as above
calling at Bremen.

Shipping Orders will be granted till
Noon. Cargo will be received on board
until 4 p.m., Specie and Parcels until
p.m. on the 27th October a.c. (Parcels
are not to be sent on board; they must be
left at the Agency's Office.) Contents and
Value of Packages are required.

The Steamer has splendid Accommodations
and carries a Doctor and Stowaways.

For further Particulars, apply to
MELOERS & Co.,
Agents.

Hongkong, October 1, 1888. 163

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

AMPHIRITE, Austro-Hong. str., Capt. L.
Lomestich. — O. Bachrach.

DONOR, Norwegian barque, Captain J. A.
Pettersson. — Ordrer.

HER OZONKO, British barque, Capt. T. C.
Thomson. — Kong Cheong Tai.

HEVZE, German steamer, Capt. Dethlefsen.
— Siemens & Co.

MONROWA, British ship, Captain Theodor.
Corning. — Siemens & Co.

NAUTACTUS, British ship, Captain Levitt.
— Ordrer.

PENNSLAW, British barque, Captain John.
Isaacs. — Laue, Crawford & Co.

To facilitate finding the position of a				
Green Islands. Vessels near the Hong Kong				
Shipping or midway between each shore				
Section.				
1. From Green Island to the Gas Works.				
2. From Gas Works to Jardine's Wharf.				
3. From Jardine's Wharf to the Harbour.				
4. From Harbour Master's to the P. and				
5. From P. and O. Co.'s Office to Peddars				
6. From Peddars' to the Naval Y.				
Vessel's Name.	Anchor.	Captain.		
Steamers				
Alwine	3 b	Samuelson		
Amphitrite	5	Lemesch		
Benvenue	10	Thomson		
Chow-chow-foo	3	Wond		
Crusader	3	Ogston		
Dafila	5	Nickson		
Diamante	4	Cobban		
Duburg	2 h	Bertelson		
Fokien	5 h	Lewis		
Frege	2	Clun		
Kaisow	5	Thomson		
Kong Beng	4	Jones		
Kwong Sang	3	Soliar		
Lydia	10	Petersen		
Mayune	5	Hogg		
Nanahan	3 h	Blackburne		
Nestor	5	Thompson		
Oceanic	5	Metcalfe		
"Pilot Fish	5	Stepani		
Stura	5	Cafrara		
Taiyuan	5	Vardin		
Triumph	5	Moos		
Verona	5	Horne		
Visayas	4	Aubita		
Vorwaerts	5	Bruhn		
Wingaeang	5	Croft		
Yangtze	3	Tommings		
Zambesi	5	Parsons		
Sailing Vessels				
Adolph	5	Watergard		
Augusta	3	Jenson		
Carrier Dove	4	Forsyth		
Dione	10	Petersen		
Figaro	3	Heinzel		
Fortune	2	Soderstrom		
Goliath	5	Simpson		
Gov. Goodwin	5	May		
Great Admiral	5	Metcalfe		
Hattie E. Tapley	3	McDonachy		
Hei Cheong	2 h	Thomson		
Honolulu	—	Leary		
John McLeod	8	Stuart		
L'Aventure	3	Rogers		
Lucia	3	Wood		
Monrovia	3	Kowell		
Naupactus	3	Levitt		
P. N. Blanchard	3	Blanchard		
Peushaw	3	Knokay		
Wakefield	9	Crowell		
Wm. H. Conner	3	Batman		
Young Siam	5	Keck		
Mer Britannic				
Name.	Rig.			
Alacrity	despatch-vessel			
Audacious	twin-screw battle			
Cookchafer	gunboat 2nd class			
Comstance	cruiser 3rd class			
Cordelia	cruiser 3rd class			
Eak	g-b. 3rd class on			
Espoir	gunboat 2nd class			
Firebrand	gunboat 2nd class			
Heroine	cruiser 3rd class			
Impregnable*	twin-screw battle			
Leander	cruiser 2nd class			
Lionet	gun-vessel 2nd cl			
Martin	gunboat 2nd class			
Mutine	sloop			
Porpoise	cruiser			
Rambler	surveying vessel			
Rattler	gunboat 1st class			
Sapphire	cruiser 3rd class			
Satellite	cruiser 3rd class			
Solent	torpedo mining l			
Swift	gun-vessel 2nd cl			
Torpedo Boat No. 35	—			
Torpedo Boat No. 36	—			
Victor Emanuel	receiving ship			
Wanderer	sloop			
Wivern	coast defence ship			
* Flagship of Vice-Admiral Sir M				
H. B. M. Ships' tonnage, d				
Foreign Men-o-				
Name.	Flag and R			
Abtaao	Chilian gunboat			
Alcoat	Russian gunboat			
Aragon	Spanish cruiser			
Aspie	French gunboat			
Bancroft	Austro-Hungarian			
Bobre	German cruiser			
Brooklyn	Russian cruiser			
Comete	U. S. frigate			
Dmitry Donzoy	French gunboat			
Essex	Russian frigate			
Fuena	U. S. corvette			
India	Austro-Hungarian			
Ilitis	Portuguese trans			
Junjata	German gunboat			
Latin	U. S. cruiser			
Manila	French gunboat			
Marion	Spanish gunboat			
Monocacy	U. S. corvette			
Mordj	U. S. sloop			
Nayawdink	Russian gunboat			
Omaha				

Section.				
7. From Naval Yard to H.				
8. From Blue Buildings & Co.				
9. From Kellett's Island				
10. Kowloon Wharves.				
11. Jardine's Wharf.				

Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.
Ger. str.	400	Oct.	8 Wiedler & Co.
A-Hun. str.	286	Oct.	4 A. Hungarian Lloyd S. N.
Brit. str.	1397	Oct.	3 B.M. Livingston & Co.
Brit. str.	7196	Oct.	3 B.M. Livingston & Co.
Brit. str.	648	Sept.	25 Soy Sing
Brit. str.	535	Oct.	3 Chinese
Brit. str.	514	Oct.	7 Russell & Co.
Ger. str.	912	Oct.	4 Melchers & Co.
Brit. str.	609	Oct.	2 Douglas Steamship Co.
Dan. str.	419	Oct.	5 Arnold, Karberg & Co.
Brit. str.	1565	Oct.	5 Arnold, Karberg & Co.
Brit. str.	862	Oct.	4 Yuen Fat Hong
Brit. str.	1000	Oct.	7 Jardine, Matheson & Co.
Ger. str.	1187	Oct.	5 Siemens & Co.
Brit. str.	2000	Oct.	4 Arnold, Karberg & Co.
Ger. str.	339	Oct.	5 Hop Ring Hong
Brit. str.	1289	Oct.	7 Butterfield & Swire
Brit. str.	3898	Oct.	3 O. & S. S. Co.
Brit. str.	161	Sept.	27 H. K. & W. Dock Co.
Ital. str.	1416	Oct.	4 Carlowitz & Co.
Brit. str.	1459	Oct.	7 Butterfield & Swire
Ger. str.	674	Oct.	7 Wis'e & Co.
Brit. str.	1876	Oct.	5 F. & O. S. N. Co.
Spain. str.	406	Oct.	8 Chinese
Ger. str.	1212	Oct.	6 Wis'ter & Co.
Brit. str.	1817	Oct.	7 Jardine, Matheson & Co.
Ger. str.	814	Oct.	5 Siemens & Co.
Brit. str.	1563	Oct.	4 Adamson, Ball & Co.

Ger. bgo.	873	Aug.	5 Order
Ger. bgo.	467	Sept.	3 Ed. Schellhass & Co.
Brit. bgo.	1626	Oct.	7 Captain
Ger. bgo.	1097	Oct.	6 Melchers & Co.
Ger. bgo.	447	Sept.	28 Chinese
Siam. bgo.	554	Sept.	6 Chinese
Amer. sh.	1459	Sept.	7 Jardine, Matheson, Bell & Co.
Brit. bgo.	997	Sept.	8 Gibb, Livingston & Co.
Brit. sh.	325	Sept.	4 Chinese
Brit. sh.	1599	Oct.	2 Melchers & Co.
Brit. sh.	1500	Sept.	21 Siemens & Co.
Brit. bgo.	351	Sept.	10 Chinese
Brit. bgo.	640	Aug.	6 Carlowitz & Co.
Brit. sh.	4392	Sept.	10 Siemens & Co.
Brit. sh.	1293	Oct.	4 Order
Amer. sh.	1593	Sept.	23 Siemens & Co.
Brit. bgo.	729	Sept.	16 Lane, Crawford & Co.
Amer. bgo.	842	Oct.	4 Russell & Co.
Amer. sh.	1232	Sept.	10 Futaba & Co.
Siam. bgo.	745	June	17 Chinese

Class.	Tons.	Guns.	I.L.P.	Captain.
Iron-hulled ship	1700	4	3180	Com. R. Blair
Iron-hulled ship	1010	10	4830	Capt. John B.
Iron-hulled ship	465	4	470	Lieut.-Com. J.
Iron-hulled ship	2380	14	2500	Capt. L. O. K.
Iron-hulled ship	2380	10	2450	Capt. Henry
Iron-hulled ship	365	3	340	Lieut.-Com. E.
Iron-hulled ship	465	4	470	Lieut.-Com. E.
Iron-hulled ship	455	4	1330	Captain Chas.
Iron-hulled ship	1420	8	10000	Commander W.
Iron-hulled ship	4392	10	6500	Captain M. J.
Iron-hulled ship	766	6	1650	Commander
Iron-hulled ship	430	4	430	Lieut.-Com. J.
Iron-hulled ship	1130	10	1120	Commander J.
Iron-hulled ship	1730	—	—	Commander E.
Iron-hulled ship	830	3	690	Commander
Iron-hulled ship	716	6	1200	Lieut.-Com. V.
Iron-hulled ship	1070	12	2360	Lieut.-Com. W. C.
Iron-hulled ship	4392	8	1400	Captain T. P.
Iron-hulled ship	150	—	—	—
Iron-hulled ship	756	6	1010	Com. Richard
Iron-hulled ship	95	—	—	Lieut.-Com.
Iron-hulled ship	95	—	—	Lieut.-Com.
Iron-hulled ship	6157	14	—	Commodore
Iron-hulled ship	925	4	750	Commodore
Iron-hulled ship	2760	4	1450	Commodore

Sir Nowell Salmon, K.O.B., V.C., Commander-in-Chief.

Replacements and effective horse powers are given according to the following table.

Class.	Tons.	Guns.	H.P.	Captain.
Iron-hulled ship	1015	—	—	Captain Fern
Iron-hulled ship	890	—	—	Captain Fawc
Iron-hulled ship	1908	—	—	Captain D. E.
Iron-hulled ship	470	4	450	Commander I.
Iron-hulled ship	1430	—	—	Captain Fern
Iron-hulled ship	2800	—	—	Captain Schur
Iron-hulled ship	1100	—	—	Captain Mene
Iron-hulled ship	3900	14	1200	Captain Men
Iron-hulled ship	475	4	450	Captain M. J.
Iron-hulled ship	375	6	900	Captain N. S.
Iron-hulled ship	1900	—	—	Captain E. V.
Iron-hulled ship	1200			

Ports.	Destination.	Remarks.
S. N. Co.	Holhow, &c.	10th inst.
Co.	Bombay, &c.	To-morrow
	Yokohama	To-morrow
	Newchwang	To-morrow
Amoy & Manila		To-morrow
Co.	Saigon	To-morrow
Co.	Amoy and Tamsui	To-morrow
Swatow & Bangkok		To-day
Co.	Swatow, &c.	10th inst.
Co.	Yokohama	To-morrow
Co.	London, &c.	To-morrow
San Francisco		17th inst.
Bombay, &c.		To-morrow
Wellington, &c.		To-morrow
Yokohama		12th inst.
Touron		
Shanghai		To-day
Sandakan		
.....		K'loon Dock
Havre & London		
.....		Breaking up

China Station.

Captain.	Where at.
Blair Macdonochie	Hakodate
in B. Warren	Singapore
M. Ed. E. Maxwell	Shanghai
J. Koppell	Hakodate
Henry H. Boys	Hakodate
M. Reginald Y. Smith	In reserve
M. Denison	Canton
Phas. J. Balfour	Manila
William H. May	Hakodate
E. J. Dunlop	Hakodate
Charles W. Marnack	Hakodate
M. W. M. Maturin	Hongkong
R. W. H. Martin	Hakodate
R. W. White	Hakodate
Charles W. U. Moore	Shanghai
W. C. Matill, Dougal	Nagasaki
W. C. Karlake	Hakodate
I. P. W. Nesham	On a cruise
Richard Bingham	Hongkong
M. A. D. Davenport	Hakodate
M. Webber	Hongkong
Core Maxwell, A.D.O.	Hongkong
Mer McArthur	Hakodate
	Hongkong

according to H. M. Navy list.

Japan Station.

Captain.	Where at.
Fernandez	Amoy
Caranago	Nagasaki
D. E. Zulanga	Manila
Mer Malaprat	Shanghai
Franz Muller	Whampoa
Schmidt	Singapore
Menschikov	Nagasaki
of Admiral Chaudier	Nagasaki
Commander Martel	Quinhon
N. Stryckoff	Nagasaki
Mer Jewell	Kobe
Von Wohlgemuth	Hongkong
Stickstedt	Macao
M. Wises	Chemulpo
M. Padriani	Singapore
Mer Merrill Miller	Manila
Mer R. Glass	Yokohama
Mer Moltzoff	Yokohama
Mer Nair	Corea
Mer Cnig	Nagasaki
Mer Forest	Shanghai
Mer Forester	Kobe
Meron	Yokohama
Merphal d'Andrade	On a cruise
Mer Suotkoff	Japan
Mer Boyie	Macao
Kohlhauser	Corea
Lang	Japan
Mer Molehonsky	Singapore
Merchner	Japan
Merches	Nagasaki
	Yokohama
	Amoy
	Vladivostok
	Shanghai
	On a cruise

2, Wyndham Street, Hongkong.